

NATIONAL MOTORISTS ASSOCIATION WILL ASK ENGINEERS FOR NONSKID ROADS

SEEK SOLUTION TO SMOOTH-ROAD IN WET WEATHER

Drip of Oil and Grease Spoils Scratched Surface Plan.

BAFFLES SCIENCE

Motor Association Representatives Confer With Experts.

Wanted—Nonskid roads. One million motorists throughout the nation will ask the highway engineers to find a way to make a smooth road fool-proof in wet weather. They believe it can be done. Through their national organization, the National Motorists' Association, the 1,000,000 motorists will help solve the problem if possible. But they want it solved, for the greatest single menace to the automobile driver today, as they see it, is a smooth road in wet weather.

Engineers Worried. The request for construction of nonskid roads will be voiced by representatives of the National Motorists' Association at the Highway Education Board conference. At this meeting there will be present representatives from every agency of the Federal government having to deal with the problems of constructing and maintaining highways; State highway officials, leading educators and highway engineers and representatives of the automotive industries. The National Motorists' Association deems the occasion a good one for the introduction of this theme of discussion and will introduce it in a spirit of entire friendliness and with the desire to assist in making the roads safer for motorists and pedestrians alike in wet weather.

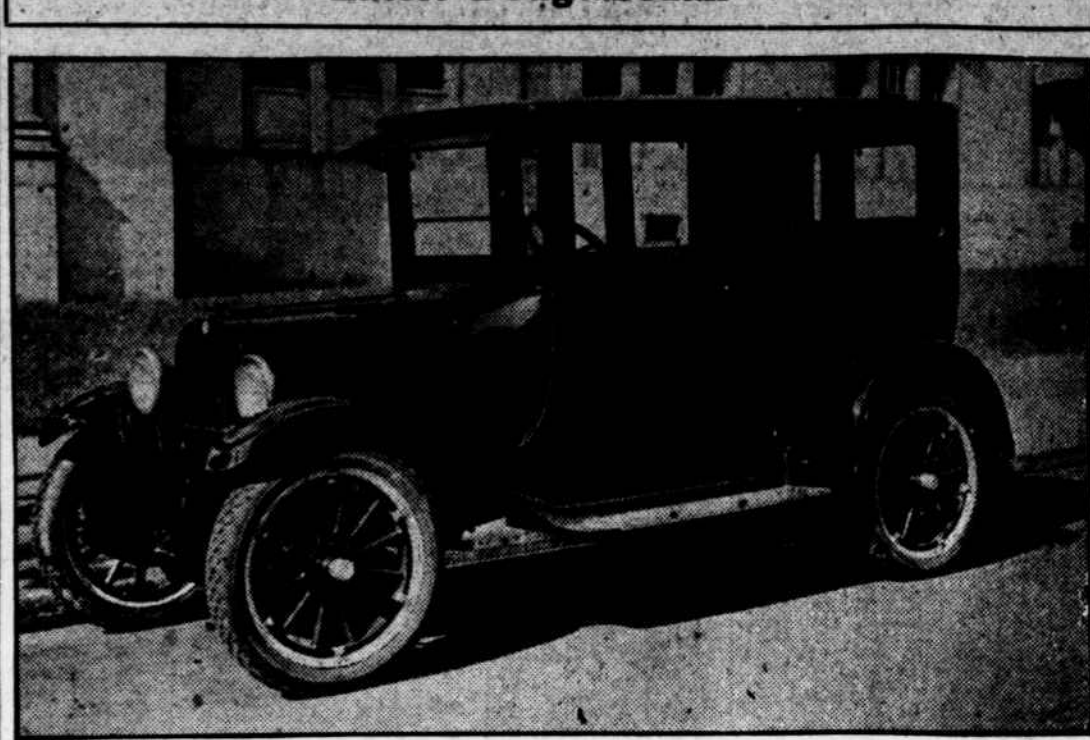
Thus far the problem of constructing and maintaining a smooth nonskid road has baffled the skill of the engineer. The only nonskid roads in the country today are those constructed of brick or blocks of granite or other similar material. Such roadways are nonskid, but they wear rough generally in short time and when in that condition are not conducive to smooth riding.

Problems Complicated. A concrete roadway can be made nonskid by scarifying or roughening the surface before the top finishing happens, but experience shows that it won't stay nonskid. Earth, waste, oil drippings from traffic, all fill up the crevices in short order with the result that the road is soon without its nonskid feature.

What the National Motorists' Association wants, if possible, is a nonskid smooth roadway that will stay nonskid. It may be that the problem can't be solved, but it will be put up to the Highway Education Board for consideration and, if possible, for solution.

Seek Good Roads. Feeling that the time has come when the utmost in skill and science should be brought into play in building American highways, the National Motorists' Association intends to co-operate to the fullest with the Highway Education Board.

Latest Dodge Sedan



Embodiment of the mechanism that makes for service and durability the Dodge sedan is considered one of the most popular cars of the year. This car is shown by the Semmes Motor Company, 1132 Connecticut avenue northwest.

In developing the necessary talent to make Uncle Sam's roads the best in all the world and to place them beyond criticism, for this, after all, is the real purpose of the Highway Education Board.

The N. M. A. delegates to the conference who will speak in behalf of the automobile drivers and owners are Judge Walter D. Meale, of Ohio, president of the N. M. A.; Fred H. Caley, executive secretary, and Raymond Beck, field secretary.

Believing that it can engage in no more constructive endeavor than to co-operate fully with the Highway Education Board, the National Motorists' Association, backed by its huge army of members scattered throughout the United States, will throw its strength enthusiastically and constructively into the forthcoming conference, the result of which will unquestionably have a far-reaching effect on the highway building of the future in the United States.

Standardizing Traffic Laws.

One of the outstanding features of the program of the N. M. A., the working out of fundamental and more nearly uniform principles for handling traffic in the larger cities, is being given full consideration and steps looking to the carrying out in detail of this important work are being taken.

The standardization of traffic regulations is just as important as standardization in connection with industrial activities. Uniform regulations are needed as to general traffic laws, to the end that tourists may enter a strange city with confidence and not in fear of violating regulations.

Naturally there are some local regulations suggested by the physical conditions in different cities which apply only to the one city.

These special regulations may have to do with one-way streets, parking in congested business districts or around some public building, but in general the salient features of traffic regulations should be standardized.

TIRE-CHANGING TITLE AT STAKE IN CONVENTION

Dealers' Association Pulls Contest at Session in Milwaukee.

One of the important features of the third annual convention of the National Tire Dealers' Association, to be held at Milwaukee, Wis., on November 14, 15 and 16, will be contests to determine the tire changing championship of the United States.

This is a new form of competition, but considering the "11,000,000 car owners in the country it is likely to hold considerable interest. During the last few months several hundred tire-service specialists in various parts of the country have been going through trials preliminary to the championship contests at Milwaukee, with the result that some remarkable records have been established in handling the removal and replacement of various types of tires and rims.

One tire-service man in Philadelphia recently made a complete change of a Ford size tire in three minutes and twenty-eight and one-fifth seconds. To appreciate this mark it must be understood that it involved the jacking up of the car, removal of the casing, insertion of new tube and application to the rim of a new casing and inflation of the tube to sixty-five pounds with a hand pump. No tools were permitted in this contest, the tire man being required to make the complete change with his bare hands.

This same man, in competing for a medal offered by Tires, the trade paper of the tire industry, applied a

30 by 3½-inch tire to a Ford rim in 22-5 seconds with his bare hands. Another mark that he established was in the mounting of a 35½-inch tire to a rim on a Cadillac car and inflating the tube to seventy pounds in one minute. He also mounted and dismounted a 37 by 5-inch casing in one minute and thirty-one seconds.

While to the average motorist these times may seem impossible of surpassing, there are many tire-changing experts who declare that they will better them at the National Tire Dealers' convention in Milwaukee. Tires Magazine, of New York, is offering a medal for the best tire-changing time made in each State and in Canada and Philadelphia motor trade organizations have offered a silver trophy emblematic of the national championship. These medals and trophy will be awarded at the Milwaukee convention.

INFLUENCE OF U. S. STRONGEST FACTOR NOW IN ARGENTINA

North American Penetration to Southern Continent Is Indisputable.

BUENOS AIRES, Oct. 28.—North American penetration in the Argentine is now an indisputable fact. It is evident in every class, economic, industrial, in methods, in customs, in everything, even to the vices.

In the economic order of the republic many great banking institutions and many important American firms are definitely established. Five or six years ago there was not a single branch of an American bank here, and very few firms were all-American.

All the newspapers now carry large ads of products of the United States. The merchants talk of American commercial methods, and when they want to tell an employee to accelerate his activities, they advise him to be more "Yankee," to think rapidly and work quickly, to lose no time.

In court cases, when a lawyer has made a good case and can find no further precedent in Argentine law to support his argument, he cites laws or precedents of the United States. The judges themselves uphold their decisions by citing pronouncements of their American colleagues.

In cultural aspects also the Argentine people incline toward America, while European development is receiving less attention. The newspaper, the radio, the cinema, the American agencies, the United Press, maintaining a leading position. Daily many columns are filled with news and comments of the United States.

The part of the population which understands and speaks English, which is large, reads the American magazines, papers, etc. A few years ago boxing interested nobody. Football was little known. Today there is as much enthusiasm for boxing and football, as well as for tennis and even baseball, as in the Anglo-Saxon countries.

The smart dressers attempt to copy American styles of wearing apparel. The devotees of the movies ape the customs and habits of the stars of the silver screen, where they see how people live north of the Rio Grande. Even in the cabarets, tango, giving the tango, the shimmy, and the "Easton."

The clubs are adopting names such as "American Social Club," "Young Men's Dancing Club," etc., all American names.

Massachusetts' Tail Light Law. Interest is being manifested on the part of motorists in the new tail-light legislation which goes into effect in Massachusetts in January. The measure provides, among other things, that "No rear lamp shall be used upon any motor vehicle so operated unless approved by the registrar. Application for the approval of a rear lamp, accompanied by a fee of \$50, may be made to the registrar by any manufacturer thereof or dealer therein."

Thus a precedent is established which should have been looked after before the birth of the N. M. A. Why the necessity of a charge of \$50, which, of course while small, is defrayed by the consumer, the motorist, but where does the money go—for good roads?

The N. M. A. will investigate this, also any other problems that might assume a national precedent.

Delaware Motor Cycle Officer. The Delaware Automobile Association, affiliated with the N. M. A., is increasing its activities, one of the principal features being the employment of a uniformed motorcycle officer for patrol duty and erection of signs at the entrances and exits of towns.

AUTO RACERS JOIN LIBERTY MOTOR FIRM

Joe Boyer and Arthur Hill Head List of Five Stars.

If there is any class of men that should be thoroughly familiar with motor car construction and the relative merits of different motor cars, it should certainly be in the profession that is accustomed to checking automobile performances under the most trying conditions, and even staking life and limb on the soundness of a car's construction. This being a fact, there is much significance in the discovery that at least five internationally known racing men are connected with the production and marketing of the Liberty Six, built by the Liberty Motor Car Company of Detroit.

Perhaps the best known of these, among the great racing drivers of recent years, is Joe Boyer, the darling young pilot from Detroit. Boyer is a man of independent means, who is engaged in racing purely for the sport of it, and won fame through his many spectacular exploits on the tracks, particularly at the Indianapolis speedway, where his sensational driving is vividly remembered. He is now a member of the firm of Miller-Judd, Inc., Liberty distributors for the State of Michigan.

Arthur Hill is another name familiar to the racing world. As manager of the famous Hudson racing team which included such famous pilots as Dario Resta and Ira Vail, Hill accomplished a successful racing record. He is now a member of the firm of Miller-Judd, Inc., Liberty distributors for the State of Michigan.

Frank Bishop, the Liberty distributor at St. Louis, earned a justly deserved fame as the capable hand of Eddie Hearne when that driver was treating pilots all over the country to a disappearing view of his exhaust pipe. C. B. Smith, who handles the Liberty in San Francisco, only a few years ago was one of the most feared drivers in the keen competition of the Western tracks. He is the man who won the famous 150-mile Santa Monica road race in 1919 and again in 1921. Smith was entered in thirty-two of the big speed events of his day, and carried off first prize money in twenty-seven of them.

Possibly less well known as a racing driver, but with a high place in the industry won through his later successes, is Percy Owen, the organizer and president of the Liberty company. The development of the motor car business has been so rapid that many of the heroes of the early years have been forgotten, but many of the old timers will remember the name of Percy Owen, who with tales of the young driver who, in his famous Winton "pup," smashed records right and left in 1901 and 1902. Owen at that time was the world's champion for all distances up to ten miles. There were then few speed events of longer distances, and those that did take place were usually won, not by the car that developed the greatest speed, but by the one that would hold together for the total distance.

The terrifying velocity of 55 to 60 miles per hour was sufficient to earn Mr. Owen the title of world's champion. And even this speed, the greatest mechanical contraptions of his day, required a skill and daring that would send a chill up the spine of many present-day daredevils.

Columbia Commandery.

An event unique in the annals of Templarism in the District of Columbia will transpire on November 4, next, when St. John's Commandery, No. 4, of Pennsylvania, will visit this city and present to Columbia Commandery, No. 2, the famous "Traveling Beausant."

This celebrated banner, whose ritualistic significance is well known to all Knights Templar, was dedicated by the Grand Prior of the Dominion of Canada to be sent on a pilgrimage around the world, visiting each Templar grand jurisdiction.

It was started on its way by Cyrene Preceptor, No. 29, stationed at Toronto, Canada, and by them committed to the hands of Hugh De Payens Commandery, No. 30, of Buffalo, N. Y., representing the Grand Commandery of the State of New York.

The Buffalo Commandery in turn delivered it to St. John's Commandery, No. 4, of Philadelphia, representing the Grand Commandery of Pennsylvania, on March 24, 1922.

On November 4, 1922, St. John's Commandery will send a delegation of about 200 uniformed knights, together with their ladies, and a military band of 100 pieces, to visit the Nation's Capital for the purpose of transferring this precious emblem to the custody of Columbia Commandery, No. 2, who will receive it as the representative of the Grand Commandery of the District of Columbia and have the responsibility of its custody until such time as they shall in turn pass it along on its journey.

Eminent Sir J. Walter Karsner, commander of Columbia Commandery, announces that an elaborate program of entertainment has been prepared, including a luncheon, sightseeing trips, etc., and that after a special conclave of the commandery a formal banquet will be tendered the visitors at the Hotel Raleigh.

Advance notices from Philadelphia indicate that in addition to the membership of St. John's Commandery, many distinguished knights of Pennsylvania will accompany the banner, and possibly members of the Grand Encampment.

Canada and States Tourists. An official estimate made in Canada as to visiting motorists, their length of stay there on the average, and the daily expenditure of the individual for the calendar year 1921, is that the larger number of visitors stay for seven days, and spend \$25 daily per car. The smaller number stay for thirty days and spend \$20 per car.

The registrations in the different provinces were as follows: Nova Scotia, 22; Prince Edward Island, 22; New Brunswick, 1,828; Quebec, 43,264; Ontario, 537,283; Manitoba, 2,080; Saskatchewan, 427; Alberta, 3,637; British Columbia, 25,957.

HUGE MOTOR GAINS SHOW U. S. PROSPERITY STRIDES

Industry Produced 600,000 Above Year Previous—Employment Now Is Problem.

What a change has taken place in the business affairs of this country! Not more than a year ago everyone was deploring the fact that there were at least 1,000,000 people out of work. Some stated even a higher figure. Now employers are calling for help in some sections, saying that the restriction placed on immigration has caused a shortage of 1,300,000 workmen.

In retail lines it is predicted that the merchants of the lines will experience a greater volume of Christmas trade than they had last year by 15 per cent. In view of all the surrounding circumstances those in the retail field are advised to order and have their requirements shipped on time.

One very good reason for the advice to buy now is the rail car shortage, which already has become a factor. This will be more of a disturbing element in November when the peak of the car shortage is expected to occur. It will reach a crisis with an actual shortage of approximately 90,000 cars. This dearth of freight cars has a logical basis when one stops to consider that there is now three times as much pig iron being turned out in the United States as was produced in the same time last year.

In the automotive industry, which today directly affects a greater number of industries than any other manufacturing enterprise, the same general conditions hold. Statistics indicate a 1922 production of more than 1,800,000 cars, a clear gain to the industry of 600,000 cars. This business represents a total of almost \$2,000,000,000, of which three represent approximately one-fourth, according to Miller tire statisticians.

The business trend in all lines is distinctly upward and with no very tangible element in sight to offer even a temporary setback. Building permits in the country have been 33 per cent greater than last year and, of course, supplies such as lumber, etc., have to be shipped as well as iron and steel from the mills. As a result of this increased activity in nearly all lines railroad shipments are greater than they were last year by 17 per cent.

Almost nothing has happened in recent years which will have such a tendency to stimulate American automotive, foreign trade as the newly agreed-upon export tariff, according to Lynn McNaughton, general sales manager of the Cadillac Motor Car Company.

"The automobile duty has been reduced to 25 per cent, but elastic powers are accorded the President. And, if conditions warrant, this could be increased by one-half, bringing it up to a maximum of 37½ per cent," explains Mr. McNaughton. "Thus the American manufacturers will be accorded an equality in foreign countries that will enable them to retain the dominant share of the world automotive trade."

See Reciprocity. "For instance, France, noting that duty on her cars has been reduced 25 per cent, will undoubtedly reduce her duty, which amounts to 45 per cent on American cars. Italy has been collecting 35 per cent plus a duty based on weight, ranging from 60 to 120 liras per 100 kilos. There is no doubt lowering of the Italian duty will take place, once we take the initial step."

"If some manufacturing countries are unwilling to allow a duty as low as 25 per cent on American vehicles in return for an equally low rate on its automobiles brought into the United States, steps could be taken to have a higher rate, up to 37½ per cent, apply."

Ask Fair Treatment. "Likewise the new arrangements will help our trading with colonies of foreign countries or non-industrial countries, since the President has been accorded powers to increase the duties by one-half on products from any country or subdivision thereof that fails to afford fair treatment to American commerce. Thus, countries blocking our exports would be deprived of our trade and those favoring it would receive it."

"That is all the American manufacturer of automobiles wants—fair treatment from foreign countries. Once we get this, we will, as a nation, continue to supply more cars than any other nation to the whole world."

LATIN AMERICA AUTO TRADE IS RAPIDLY GAINING

General Motors Expert Reports Industry on Boom.

Automotive sales conditions in Latin America are on the upgrade, according to J. D. Mooney, vice president and general manager of the General Motors Expert Company, who recently paid a visit to the Cadillac Motor Car Company in Detroit. He was accompanied by Albert M. de Tonnay, manager of the Buenos Ayres branch of the Export company.

One of the reasons for seeing a rainbow future in the motor car industry in South America, Mr. Mooney told the Cadillac officials, is the road situation. Road building is far advanced when one considers what a small percentage of the population owns motor vehicles. Brazil, Uruguay, Argentina, Chile and Peru today have a great mileage of automobile roads. Around Rio de Janeiro the highways, boulevards and streets are in almost perfect shape, permitting many miles of travel without shifting gears.

General business is improving, according to the General Motors official. In the automotive industry conditions are being reflected in orders to the factories. Cars remaining on hand after the depression which began two years ago have mostly been sold and new life in the trade is being displayed everywhere. America holds a strong grip on the automotive industry in Latin America. Efficient methods of salesmanship and service give the man from the United States the upper hand over Europeans.

TROOP-CARRYING PLANE COMPLETED

British Machine Awaiting Test, Designed for Use in Near East.

LONDON, Oct. 28.—The latest triumph of British aircraft construction, a giant tubular steel troop-carrying airplane, is now completed and awaiting tests at Coventry.

Built in the workshops of the Armstrong-Whitworth Aircraft Company, this airplane has the largest tubular steel fuselage yet built. Inside the huge steel hull is accommodation for twenty-five soldiers, with their equipment and machine-guns. The soldiers sit on small deck chairs which, when they stand up automatically fold into the sides of the steel hull, leaving ample room for the free movement of the passengers.

Two powerful Napier aero engines, of nearly 1,000 horsepower altogether, drive the machine through the air. The pilot and engineer being accommodated in a special control cabin built in the nose of the hull, and totally enclosed by strong glass windows. This big troop-carrier was designed by Mr. Green, who during the war was superintendent of the Royal Aircraft establishments, South Farnborough. It is intended for use in the colonies, where the tubular steel construction being specially suited to hot climates.



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Model	One-Third Cash Bal. in 12 Months	40% Cash Bal. in 12 Months	50% Cash Bal. in 12 Months
Touring	\$171.42 Down \$28.55 Each Month	\$204.02 Down \$25.50 Each Month	\$253.58 Down \$21.12 Each Month
Sedan	\$248.14 Down \$41.33 Each Month	\$296.59 Down \$37.05 Each Month	\$368.58 Down \$30.71 Each Month
Coupe	\$223.90 Down \$37.30 Each Month	\$267.46 Down \$33.42 Each Month	\$332.34 Down \$27.68 Each Month
Runabout	\$160.34 Down \$26.71 Each Month	\$191.18 Down \$23.39 Each Month	\$236.98 Down \$19.74 Each Month

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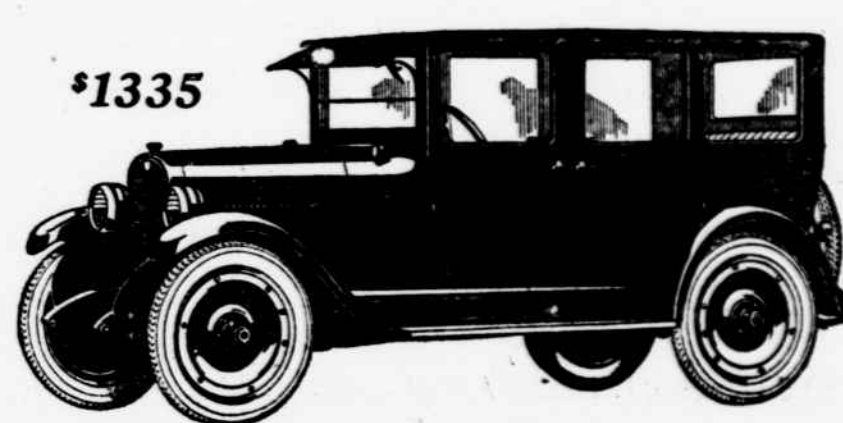
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HILL & TIBBITTS
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HANDLEY MOTOR CO. (Inc.)
Georgia Ave. and Quebec St. N.W.
TRIANGLE MOTOR CO.
N. Y. Ave. at N. Capitol St.

UNIVERSAL AUTO COMPANY (Inc.)
1529-31 N. 84 St. N.W.
STROBEL MOTOR COMPANY
1425 Irving St. N.W.
PARKWAY MOTOR COMPANY
1065-1067 Wisconsin Ave.
R. L. TAYLOR COMPANY
1840 14th St. N.W.
BARTMAN MOTOR COMPANY
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Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamp; Alenite lubrication; motor-driven electric horn; unusually long springs; new type water-tight windshield. Prices: F. O. B. Detroit, revenue tax to be added: Touring Car, \$895; Roadster, \$985; Club Coupe, \$995; Four-Passenger Coupe, \$1235; Sedan, \$1335

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